

**Town of Southington
Public Works Committee**

Committee Members:

John Barry, Chair	Present
Dawn Miceli, Vice Chair	Present
Tom Lombardi	Absent
Ed Pocock Jr.	Present
Susan Zoni	Present
Chief Jack Daly	Present
Bill Casarella, Water Department Superintendent ex-officio	Present
Keith Hayden, ex-officio	Present
Annette Turnquist, ex-officio	Present

Contact Person:

Keith Hayden, Director of Public Works
860.276.6231
haydenk@southington.org

MINUTES

Wednesday July 10, 2019 – 4:00 p.m.
Town Council Chambers, Town Hall

1. Call to Order – Quorum the meeting was called to order at 4:00 pm.
The chairman moved item 3.b Water Department up in the agenda because Mr. Casarella had another meeting to attend.
 - 3.b -*West Main / South Main Project – Approx. 90% of the water main installation is complete. By the end of this week all water main and services will be completed on South Main and West Main up to the east side of the bridge.*
 - Claim is being to put in from SWD for CBYD mis-mark Company is USIC. We continue to plan to minimize water interruption customer and businesses. Customer and merchants have worked well with us. Have had very few customer complaints.*
 - Well 2A Project – well building was dropped in place yesterday. Completion in approx. 3 months*
 - Mill St. Tank Project – project is on schedule, will start erecting concrete panels this Friday and Monday. Two different size panels, larger ones are 64' x 9' and weigh 32 tons each. (24 panels)*

The Plantsville fountain was added to the agenda. Paul Chaplinski gave the presentation. Plans and pictures were distributed for review. Mr. Chaplinski has applied for a Zoning permit which is under review. General discussion followed which included; the location of the fountain, utility connections, future maintenance, appearance, landscaping, material and labor donations, construction schedule, and historical significance. Construction is anticipated to begin in late July or early August. Construction will include trenching for the electrical upgrade on the Plantsville Green.
2. Approval of Minutes Pocock/Miceli 5-0 Approve
3. Communications
 - a. Police Department *The Chief gave the Committee a report on Speed bumps/Tables on Marion Ave. The report is attached to these minutes.*
 - b. Water Department (See above)
 - c. Bulky Waste Transfer Station
600-800 average vehicles last few weeks
 - d. Highway Department
 - i. Road Projects
*Tilcon – reclaim started Monday & milling started Tuesday
Reclaim roads*

*Long Lane & Shweky Lane being graded, binder Saturday/Monday,
Woodruff currently being widened in-house, Tilcon to follow
Dunham Street after Woodruff*

Milling roads

*Shweky, Spring Lake, & Flanders Street milled
Curtiss & Hart this afternoon & into tomorrow
Annelise, Laning, & Flanders Road to follow*

Paving

Reclaim to mill to overlay

- ii. Drainage Maintenance
*Emergency CBs – on hold for vacations & Tilcon
CB cleaning – as soon as someone freed up from Tilcon*
- iii. General Maintenance
*Sightlines & guardrails
Roadside mowing – every day up until this week
Takes about 1 month to get through entire Town (depending on
vegetation growth), then start over again
Patching – 3 days/week minimum*

*There was a brief discussion of the pavement management consultant
selected to rate roads and provide a prioritized list of road work. Chairman
Barry wanted assurance that town staff would be looking at the list to double
check and adjust if necessary.*

- e. Engineering *See attached Engineering Report.*
 - i. Trail Lazy Lane to TL
 - ii. Plantsville Safety Improvements
 - iii. Jude Lane/West Street Intersection
 - iv. Marion Avenue over Hummiston Brook Bridge Replacement
 - v. Spring Street Bridge
 - f. Members - None
 - g. Public - None
- 4. Old Business - None
 - 5. New Business - None
 - 6. Action Items - None
 - 7. Adjournment the meeting was adjourned at 5:03 pm. Zoni/Pocock 5-0

Town of Southington
Public Works Committee
ENGINEERING REPORT
Wednesday July 10, 2019.

Trail Lazy Lane to TL

As a result of a meeting with Yarde Metals where they expressed concerns for pedestrian safety on Newell Street we made a request to the DOT to add sidewalks along Newell Street into the project. The DOT has agreed to increase the project scope to include the sidewalks and to fund 100% of the construction costs on the condition that the Town provides the design.

Plantsville Safety Improvements

We met with Weston and Sampson and District 1 DOT to discuss the results of the pavement cores on South Main Street. The DOT wanted to ensure the pavement repairs for the Water Department and Eversource Gas trenches would have sufficient thickness to provide 9" of pavement after we mill and overlay as part of this project. Weston and Sampson provided PD plans for the DOT's review and comment. The Public Info Meeting will be scheduled for August 1, 2019 at 5 pm in Council Chambers.

Jude Lane/West Street Intersection

The contractor has submitted shop drawings for all of the major components. We have received a time extension request. The mast arm is being manufactured by Valmont in Nebraska. They suffered some catastrophic flooding and originally thought they would be approximately 4 weeks behind schedule. The original delivery date of 7/5 has been pushed to 9/20. The contractor has requested a time extension from 8/30 to 10/31. His revised schedule has the road work being completed by 9/29. We will process a no cost change order.

Marion Avenue over Hummiston Brook Bridge Replacement

Milone & McBroom is prepared to submit the preliminary engineering report/type study for Marion Avenue in accordance with the schedule. They have reached out for some budgetary numbers on the precast elements to confirm their estimates and hope to receive that this week. Since they are using some accelerated bridge components they would like to verify those prices before submitting.

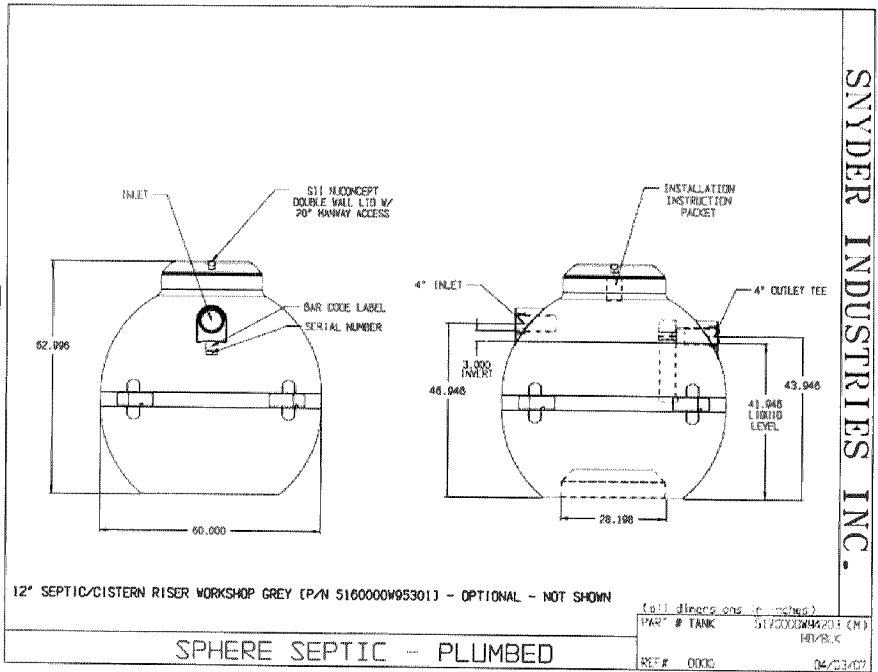
Spring Street Bridge

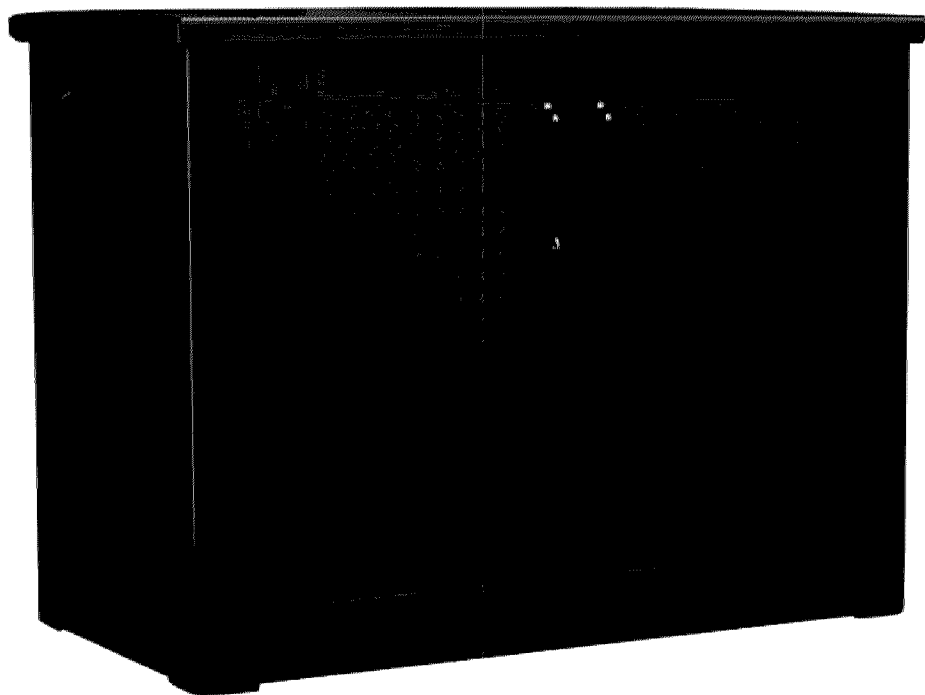
The 70% semi-final design plans, specs, estimate, draft load rating, draft permits, and final hydraulic, floodway and scour reports have been submitted to the DOT and the Town for review and comments.

Respectfully Submitted
Keith Hayden P.E.

Fountain, Waikeley's Park, Plantsville, Ct.







Department of Police Services

Town of Southington, Connecticut

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Chief of Police
John F. Daly

To: Deputy Chief Palmieri
Date: June 17, 2019
Subject: Speed Table Request for Marion Avenue
CFS: 19-27790

On June 6, 2019 Town Council Chairman, Christopher Palmieri, sent an email to the police department regarding a request for Speed Tables that was made to the Town Council by Marion Avenue resident Paul Vallier. Mr. Vallier stated that they are comfortable to drive over at 25-30 mph and "discouraged for vehicles over 30 mph". His email included a photo of a speed table and noted that speed tables or speed humps have been in place for a few years on Bloomfield Ave. in West Hartford.

In conducting research on speed tables and speed humps I referred to a State of Connecticut Office of Legislative Research report dated September 22, 2006 that discussed the use of speed bumps, speed humps, and speed tables.

First, I think it is important to distinguish the difference between a speed bump, speed hump, and a speed table. All of these are considered to be "traffic calming measures".

Speed Bumps

- Are from 2-6 inches in height and 1-3 feet from front to back.
- The maximum speed for a speed bump is approximately 5 mph which primarily restricts them to parking lots and private roads.

Speed Humps

- Are usually less than 4 inches in height and run from 10-12 feet from front to back.
- Speed humps are typically used on residential roads where the speed limit is 25 mph or less.

Speed Tables

- Have the same approximate height as the speed humps listed above, but they are considerably longer with a front to back length of approximately 22 feet.
- Speed Tables are designed to be used on streets where vehicles are traveling under 30 mph.

- They should only be considered on streets where 85% of the vehicles are traveling under 30 mph.

The Institute of Transportation Engineers "Traffic Engineering Handbook Sixth Edition lists these measure as decreasing speed 5-8 mph.

The Office of Legislative Research report also states that the liability that a municipality may hold for the installation of such "traffic calming measures are governed by the general principles of tort liability as they relate to government actions." A couple of liability cases are listed below.

- The State of Mississippi Supreme Court found speed bumps to "constitute an inherent danger to motorists".
- Connecticut has two unpublished court decisions relating to speed bumps, both of which are related to the use of speed bumps on private property. (I could find no rulings related to public roadways.)
 - In one of the rulings the use of speed bumps was ruled to be a nuisance based on the fact that they could delay emergency vehicle responses. The court also ruled that the "speed bumps obstructed the plaintiff's right of way in derogation of their property rights".
 - In a case out of Greenwich, speed bumps were ruled a public nuisance.

The Federal Highway Administration lists the following considerations prior to installing Speed Humps or Speed Tables.

- Bus routes and emergency routes as considerations to be taken into account prior to installing Speed Hump or Speed Table is to be placed is a bus route or emergency route.
- The installation of such may increase vehicular related noise especially if the road is used by trucks.
- Drainage issues.
- Additionally, speed humps/speed tables are not recommended on residential roads with a daily traffic count in excess of 4000 cars nor a central business district with a daily traffic count of 6000 cars or more.

Based on the traffic counts in the above paragraph I referenced a traffic impact study done on Marion Ave. in January of 2018 in which the independent firm F.A. Hesketh was contracted by a developer to conduct a traffic count. F.A. Hesketh found that approximately 6,300 vehicles traveled through this same area of Marion Ave. on the average day.

In addition to the above noted concerns, the State of Virginia Department of Transportation noted that these speed calming measures can be a hazard for bicyclists.

A check of Southington Police Department records from 2015 until June 18, 2019 show that there were five collisions on Marion Avenue in which speed was a factor. However, there were no collisions on Marion Ave. in the last twenty three months in which speed was determined to be a factor.

Based on the information above speed humps and/or speed tables are not advisable for Marion Ave. for the following reasons.

- Both are recommended to speeds less than 30 mph. The speed limit in this area of Marion Ave. is 30 mph.
- The daily traffic flow on Marion Ave. is in excess of the recommended maximum traffic count.
- There are liability concerns associated with the installation of these measures.
- Drainage issues with a speed table become a greater concern in the northeast where the water may freeze creating an iced over area.
- Hazards to bicyclists.
- Additional noise created by vehicles traveling over them, especially trucks.
- Data collected from collisions since 2015 show that speed is seldom a factor in the collisions on Marion Ave.

While Speed Humps/Speed Tables have been shown to decrease the speed of traffic 5-8 mph, it seems the above listed concerns outweigh the benefit of these traffic calming measures. Based on the above I do not recommend the installation of Speed Humps or Speed Tables on Marion Ave. Based on the above information targeted enforcement of speeding vehicles would be a better method to reduce the speed of vehicles on Marion Avenue.

Respectfully,

A handwritten signature in black ink, appearing to read "Stephen Elliott #351", written in a cursive style.

Lt. Stephen Elliott #351